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A HISTORICAL SKETCH

OF THE

TOWN OF CAPE VINCENT.

Read at the Centennial Celebration of the Township, July 4, 1876,

BY

ELIZUR H. PRATT, A. M.

To Which Is Appended a Brief Account of the General Proceedings of the Day.



CAPE VINCENT, N. Y.
Warren W. Ames, Printer.
1876.

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CORRESPONDENCE.

To Rev. E. H. Pratt :—

Dear Sir:—Having been highly entertained and profitably instructed, upon the occasion of the last celebration of our National Independence, by that portion of the Centennial History of this town delivered by yourself, as historian selected for the occasion; and understanding that there is much more which was undelivered, by reason of shortness of time and length of other exercises, that is alike rich in incident and valuable as history; and knowing that many, beside ourselves and those who listened on that occasion, would like copies of the whole in some form for perusal and distribution, we earnestly urge upon you the publication of the Centennial History of the Town, at your earliest convenience.

Yours Respectfully,

D. B. Sacket,
Jacob Beringer,
A. D. Shaw,
Sidney Cooper,
E. K. Burnham,
Jno. Kinghorn,
F. A. Cross,
L. O. Woodruff,
J. B. Grapotte,
M. E. Lee,
Levi Anthony,
W. M. Johnson.

To Major-General Sacket, Jacob Beringer, Esq., Hon. A. D. Shaw, and others,—

Dear Sirs:—I wish the Historical Sketch which you solicit for publication was as satisfactory to me as my appreciation of your interest in it—a paper prepared on short notice and under hurrying circumstances. The work ought to have been done in a better manner. My first thought was to re-write the entire narrative, but the necessary time can hardly be taken from the daily duties of the ministry. It might be no better, if written a second time, although some facts worthy of special mention have doubtless been omitted. Hoping the reader will pardon whatever mistakes may be discovered, and that as much pleasure will be found in its perusal as was enjoyed by the author in collecting the material, your request is complied with and the sketch given to the public. And may I suggest that a brief account of the Centennial exercises of the town be added to the history?

Very Sincerely Yours,

E. H. Pratt.

July 18, 1876.

THE HISTORY.

This county was organized in 1805, when Thomas Jefferson was President, and very appropriately named after him. The population of the entire nation did not then very greatly exceed the present number of inhabitants in the single state of New York. On the 2 day of April, 1813, the existing boundaries of Jefferson County were established, and two years later the adjoining islands were added. This whole region, of woods and wolves, was the grand hunting ground of the Oneida Indians,and ceded by them to the state only nine years before the first settler came upon the soil. The treaty was made in Fort Schuyler at Rome, formerly Fort Stanwix, and the names of four squaws appear on the parchment which transferred the property. This old document may still be seen at Albany, which, by the same act, conveyed the greater portion of all their lands in the state to the state government. The United States subsequently ratified the proceedings. The parchment is about two feet square, with a string of wampum attached, that was "made of six rows of cylindrical white and blue beads, strung upon deer skin cords." In 1800 there was not a bridge or a road north of Lowville. The route between Lowville and Watertown was indicated by marked trees. There may have been five log huts between the two settlements. Cape Vincent was unknown; and we are told that when Moses Bacon settled in this northern wilderness, he brought his first seed potatoes of a hundred pounds weight, on his back, a distance of not less than thirty miles. The next year, 1801, it took all the able-bodied men in Watertown, Hounsfield, and Brownville which extended to the St. Lawrence river at that time, to raise the first frame barn. It is not difficult to imagine the situation! No road, no bridges, no satins or broadcloth, no plum puddings or gout, but one vast primeval forest with here

and there a little clearing thickly grim with smoking stumps, cowardly wolves that made havoc in the sheep and pig enclosures, all the fever and ague that could be managed, and always as much oddity of life as the strange combination of words here used to describe it—this made the new-comers very sick at heart for the first few days. It is no wonder that the young wife of Jacob Brown, afterwards the distinguished general, said to her husband with genuine Quaker feeling the next morning after their arrival (1799) at Brownville: "Well Jacob, thee has got us all here but thee has not a board to make us a coffin nor a spade to dig us a grave." Self-denial at the first and then much comfort!

The town of Cape Vincent was originally a part of the great Macomb Purchase. Then it fell into the hands of Mr. Le Ray De Chaumont, an educated French gentleman. When Mr. Le Ray became bankrupt—and this was the experience of Alexander Macomb before him—all the land of this town and Jefferson county fell into the hands of his son Vincent, after whom the town and village were named. The old land office of Mr. Le Ray is still standing on Broadway nearly opposite the residence of Mrs. Peugnet. The territory of Brownville then extended from the Black River to the St. Lawrence and the Lake. Lyme, including Cape Vincent, was cut off from Brownville in 1818; and the Cape Vincent township was created from Lyme in 1849. Carlton, Grenadier and Fox islands also come within its limits.

THE OLD FORTIFICATION.

The ruins of Fort Carlton, now conspicuous on the head of the island, still continue to awaken in the minds of every visitor, the question of their origin and importance. The indications are, that the fort was commenced by the French about 1760 and subsequently finished and enlarged by the English during the period of the revolutionary war. Carlton island may have been a frequent stopping place much earlier than the date just given; but it could hardly have been a point of any military importance previous to 1756 since an officer, (Ponchot) who took part in the French and Indian war of 1756–1760, and who kept a diary of all he saw and did along the shores of Lake Ontario and the St,

Lawrence, does not mention any military defenses on the site of the old ruins which now attract so much attention If a fort was commenced by the French it was commenced very soon after the visits of this military officer. It appears from some old Paris papers, still preserved in the documentary history of New York, that the governor of Canada, in 1758, had a plan in mind to build a fort at the head of this river which had been left unprotected by the destruction of Fort Frontenac. Fort Frontenac was destroyed by Col. Bradstreet in August of 1758, and in November of the same year the governor had this plan of a new barricade, on paper. The fort was to have magazines and barracks ; certain shipwrights, whose names were given, were to be sent up the river from Quebec; supplies for those engaged in the work were to be obtained at Ogdensburg, and the necessity for some fortification at the outlet of Lake Ontario was so urgently pressed, that there is good reason to believe the first fort was commenced not far from 1759 or 1760. This is a fair deduction unless Frontenac stood on Carlton island, which is scarcely probable. If commenced by the French it was not later than 1763 because the Dominion of Canada passed over to Great Britain on the 10 of May 1763, by the treaty of Paris. Fort Carlton was certainly occupied a hundred years ago. A Canadian author makes this statement: "It (Carlton Island) was a military and naval station during the American rebellion at which government vessels were built for navigating the lake, and possessed fortifications. Its name is derived from Guy Carlton, Esq.," who subsequently became Lord Dorchester. The building of ships indicates a post of much importance; and the origin of the old chimneys, the deep moat cut through the solid rock on the land side, the huge well and other elaborate ruins now visible, will very likely be traced to the military records of the English, as indicated by the foregoing facts. In 1796 Fort Carlton was defended by a small British guard and six pieces of cannon. In 1812, as soon as the news reached Cape Vincent that a second war had been declared against Great Britain by the American Congress, Abner Hubbard, an old revolutionary soldier living at Millen's Bay, authorized himself and several of his neighbors to capture the post. They crossed over the river in the night and demanded its surrender. Two women and

three invalid men surrendered. The following day the fort was destroyed and the prisoners taken to Sacketts Harbor.

In a letter received from Francis Parkman, the historian, regarding the question whether Fort Frontenac was or was not situated on the Carlton island promontory, he says: "There are several French maps, both manuscript and printed, in which Fort Frontenac is laid down and several plans of it at different periods, from that of De Nonville in 1685 to that made during the war of 1755. Many of these maps are in my possession. I have also the title deeds of neighboring lands, and of the place itself, in La Salle's time." [Fort Frontenac was built in 1673. Not long after it was given to La Salle by the King of France as a reward for his explorations and valor, together with a specified amount of land—about twelve miles long on the shore and one and half miles deep—besides the adjacent islands.] "The impression," continues Mr. Parkman, "that the fort on Carlton island dates back 150 years, is certainly erroneous. There could not have been a fortification here of any consequence before the old French war. Even then I know of no mention of this or neighboring islands as occupied for military purposes, except in one instance, when a guard of twelve men is reported to have been stationed here. They were sent from Fort Frontenac. The remarkable works of which the remains are now so conspicuous must have been of a later date and of British origin, probably early in the revolutionary war."

THE CARLTON ISLAND SETTLERS.

When Carlton island was discovered by surveyors of this region, the upper portion of the island was cleared land. When Mr. F. R. Hassler surveyed it in 1823, he found about thirty acres of old and highly improved soil on the south shore called the King's Garden. At this time, Feather Bed shoals, which are now entirely under water, were a strip of land on which boys used to play ball and hunt gull's eggs. The original settlers were squatters. Then a large portion of the territory came into the possession of Charles Smyth. But at the time of Mr. Hassler's survey many persons had become residents and a large amount of busi-

ness was done. There was a post-office and a school; James Estes had a tavern; four dwelling houses were standing around the old chimneys; Prof. Shumway was teacher and justice of the peace; David Briggs had a shoe shop; Abijah Lewis, James Wood and Mr. Shaw kept stores; and sometimes ten or fifteen lumber vessels would be anchored in the bays. When Abijah Lewis and Avery Smith were engaged in lumbering the population numbered one hundred and fifty or two hundred persons.

GRENADIER ISLAND.

This body of land is about the size of Carlton island and has a most excellent harbor. John Mitchel was probably the first settler. There is reason to suppose that Bason harbor was frequently visited by French explorers, more than a hundred years before the settlement of the main land, in their journeys westward. During the excitements of the war of 1812, Richard M. Esselstyn sent his family around to Sacketts Harbor, and on the way the party stopped over night at Grenadier island. This water route was a common one from Cape Vincent to the Harbor and Watertown, in those early days. But the most noticeable event connected with Grenadier island was the disasterous expedition of General Wilkinson, who went out from Sacketts Harbor with several thousand men, late in the fall of 1813, for the ultimate purpose of capturing Montreal. It was too late in the season for an undertaking of that character. It was nearly dark on the 26 of October when the army pushed out upon the lake, in scores upon scores of open boats,—scows, bateaux, sail boats and Durham boats—with their flags flying in the breeze and their military bands thrilling the air with music and enthusiasm. The surface of the water before the fleet, was like a mirror, and all along the western horizon were still seen the beautiful colors of the setting sun. Both the heavy and light artillery were afloat, and all had orders to rendezvous at Grenadier island. All went prosperously until a little after midnight when a stiff breeze arose, which increased in two hours more, to a gale. The October weather was true to itself; and the result was the complete wreck of the fleet and an immense loss of ammunition and supplies. It was four days before all the army that survived reached Bason Harbor. Some of

the boats had been driven to Wolfe island, some to Chaumont Bay, others stood off for Kingston after working out into the lake, and the morning of the 27 revealed the shores of the islands and the mainland "strown with broken and sunken boats." On the way to Cape Vincent from Grenadier, General Wilkinson encountered similar difficulties. He had a small fight with the British near Clayton. Below Ogdensburg there was another valueless battle. And then, what was left of the flotilla, went into winter quarters on the banks of Salmon river. This was about the middle of November and Montreal was not frightened. The blunders were partially due to the weather, partially to military generals, and much more to whisky. Whisky is a profound blessing! General Wilkinson was court martialed and removed from command.

TIBBITTS POINT.

Tibbitts Point, at the head of the St. Lawrence, took its name from Capt. John Tibbitt of Troy, who received a patent for six hundred acres of land and which was surveyed in 1799. The first light house and dwelling were built in 1827. The second tower, which is now standing, was erected in 1854 and stuccoed on the outside in 1870. Supplies are furnished annually. The visibility of the light by means of the Fresnell lens is fifteen nautical miles, although the flame, in very clear weather, may be seen full thirty miles. The lamp burns about nine months in the year; and the number of vessels that have passed that point during the past five years has averaged a little less than thirteen hundred for each season of navigation. It may be said, also, that the three acres of land attached to the house and tower, belong to the United States as well as the light house, although the state of New York has reserved the rights of criminal and civil jurisdiction therein. A. J. Cratsenberg is the present keeper.

THE SETTLEMENT OF THE TOWN PROPER.

The man who built the first log house in Cape Vincent on the main land was Abijah Putnam; and it stood about two miles below the railroad depot. This was in 1801. Some traces of the old site of the village which he founded and named Port Put-

nam, are still visable. In 1804 Mr. Putnam sold his property to John Macombs and Peter Sternberg, from central New York, who made improvements immediately and drew the plan of a prosperous town. One of the original maps of Port Putnam, now in the possession of Mr. William Esselstyn (who is the oldest man in the town born on the soil) indicates that it was to be in the form of a parallelogram with a public square of five or six acres and public buildings standing on the upper side of it facing the water. As a matter of curiosity the names of the streets may be given. Parallel with the river were Water street, First, Second, Third, Fourth, Fifth, Sixth and Seventh streets. Pleasant street was also laid down on two sides of the square. Interseeting these at right angles were Green, Montgomery, Herkimer, Washington, Jefferson, Clinton and Hancock.

The chief business of that day is made known by what Messrs. Macomb and Sternberg said of the advantages of Port Putnam over other towns in this new region. To vary the language of the map a little, they stated: That since it is the outlet of Lake Ontario it forms a natural place of deposit for the lake trade. Lumber of all kinds is rafted from this village on a large scale to Montreal and Quebec, and it takes only from nine to thirteen days to make a trip. Besides, the Great Black River State road from Johnstown, Montgomery county, receiving in its course the roads from Little Falls, Herkimer, Utica and Rome, runs through the middle of this village and connects with Kingstown and Upper Canada by ferry.

This site was subsequently abandoned through the influence of Mr. Le Ray, who caused a piece of ground to be surveyed, in 1811, on Gravelly Point, where stood five or six houses, and named it Cape Vincent, after one of his sons. Millen's Bay was then known as Hubbard's Bay; Clayton was called French Creek; Depauville, Cat Fish Falls; Dexter, Fish Island, and Carthage, Long Falls. The original survey of Cape Vincent, however, was not followed when it was incorporated, April the 14, 1853.

THE ORIGINAL SETTLERS.

The settlers at Port Putnam and down the river from that point, previous to the war of 1812, are believed to have been the

persons already named—Putnam, Macombs and Sternberg—Jonathan Cummings, Daniel Spinning, Elnathan Judd, Norman Wadworth, John B. Esselstyn, who came in 1803 and was prominent in the town for many years, Eddy Cole, Caleb Lobdell, Avery Smith and another family of the same name, Mr. Phelps, William Hollenbeck, Charles Gillett, Orison and Zimri Butterfield, Daniel Nicol, Abner Hubbard,—who never tried to tell as good a story as Barret Hubbard—Samuel Brittain and a Mr. Dodd. As late as 1815 only seven houses could be found on the site of Cape Vincent village, and for many years the forest was left unbroken from a point just below the corner of William street to Port Putnam. The settlers generally came in by the state road and only a single cabin was built on the route between Chaumont and the St. Lawrence river for at least fifteen years. Sometimes, when the road was bad, it would take thirteen or fourteen hours to make the journey. Often it was impassable. This log cabin was occupied by Mr. Soper and his family, and was a very Interpreter's house to the pilgrims coming into the new country. In 1815 a most beautiful grove of eighteen or twenty elm trees was growing on the beach at the foot of Point street, just beyond the euphonious "Toad Hole." All that beach has since been washed away. On the lot now owned by Mr. John Grapotte, and also on the lot of Mrs. Pool, were two famous deer licks. The crack of many a hunter's rifle was heard in the vicinity of these licks sixty-five years ago. In connection with the names of the first settlers, the names of those on the site of Cape Vincent village should be given. They were: Holieb Phelps, Richard M. Esselstyn, John Mathews, Uncle Nash, Eber Kelsey, Dr. Ainsworth of Vermont, Nathan Lake and one Proven whose other name cannot be recalled. These were here in 1812.

THE FIRST GRIST MILL.

A flour and grain mill was of prime consequence to the settlers and one of the first things looked after. John B. Esselstyn once carried a bushel of corn on his back to Chaumont, had it ground, and brought the meal home in the same manner. This was not an uncommon feat when the road would not permit a trip with a horse. The first mill in Cape Vincent was built on

Kent's Creek. Negotiations were begun for a site as early as 1803 by R. M. Esselstyn, who came as far as Chaumont river in 1801. In a letter written to Mr. Esselstyn by Mr. Le Ray, he was offered a "mill seat and twenty-five acres" of land at $4.00 per acre, unless during the year of erecting the mill, a town should spring up around it, when, added Le Ray, I should feel "at liberty to break the present bargain." A mill was not built so early as this year or the next. The Esselstyn brothers and Henry Ainsworth were the only merchants here for many of the first years. Goods brought from New York in a month, so late as 1820, made a quick passage. Sometimes Mr. Esselstyn would go in a lumber wagon to Hudson, his wife accompanying him, and bring home such merchandise as had been transported for him to that point on a sloop, from the metropolis. During one of these overland trips he carried a heavy bag of specie under some straw on the bottom of his wagon. Whenever he stopped for the night he would carelessly throw his harness over the straw and bag—either to disarm suspicion or else to teach our generation that the former times were better than these. On another occasion he wrote home of his splendid ride on the Clermont of Robert Fulton, (140 feet keel and 16½ feet beam) the first steam packet that ever made a successful trip, in the universe. This boat, wrote Mr. Esselstyn with enthusiasm, ran at the marvellous speed of four miles an hour directly against the wind. And it *was* marvellous, in contrast with those trips by the Hudson river sloops when passengers would spend a whole day, walking along the shore and picking berries to while away the time till the wind was favorable.

DISTINGUISHED FRENCH FAMILIES.

About 1818 a number of educated French families who were obliged to leave their native land, having become involved in the reverses of Napoleon the First, made Cape Vincent their place of residence. Among those whose names are now remembered by the old inhabitants were Peter Francis Real and his son-in-law General Rolland, Camille Arnaund, Jermaux and Pigeon. Peter Real was a count and the chief of police under

Napoleon. Pigeon was a secretary of Count Real while here and an enthusiastic student in astronomy. Some of the finest instruments of that age of science were brought to Cape Vincent from France, and the boy who was privileged to visit the upper room in Count Real's house where these instruments, as well as others, were kept, gazed in perfect wonder at the display. The count lived about two years in a hired house and then built at the head of Gouvello street what was currently known as the "cup and saucer" dwelling, because it resembled those two articles of sewing society comfort. It should not be inferred, however, that it was made for sewing society purposes. On the other hand, there is every reason to believe that a plan was laid by these French residents to spirit Napoleon away from St. Helena and bring him to Cape Vincent, with the cup and saucer house for a home, But Napoleon died in 1821, and for this reason, or some other good one, our town just escaped a world wide notoriety. The astronomical instruments were taken back to France when these exiles returned after the death of the great chief. Mr. Louis Peugnet was also an officer in Napoleon's army. Pigeon never wore anything on his head while in Cape Vincent, summer or winter, because he had made a vow to that effect to last so long as Napoleon was held a prisoner on his lonely island. And yet a story is told of him, that while once watching the boys as they were merrily skating on the river, he became very desirous of learning the art. But the falls and the bumps! To avoid any unnecessary collision, after the skates were strapped on he tied a cushion over his head and a pillow just below the middle of his body behind, and went out among the boys for his first skating. How he succeeded tradition does not inform us.

THE OTHER SETTLEMENTS.

The most of the original settlers left the town during the war of 1812–15. Not half of them returned. Warren Settlement was a wilderness till 1825 when Shepherd Warren and his brothers, James and Asa, began a clearing. Edwin Tuttle, Joel Torrey and John Howard came soon after. The St. Lawrence region was occupied still later than 1825 when Stephen Johnson came

from Depauville and opened the first store. Forty-five years ago there were not half a dozen cabins where the village of St. Lawrence now stands. A Miss Lawrence of New York owned a large tract of territory in this neighborhood, and when the post office was established in 1848, Lawrenceville was sent on to Washington as an appropriate name. It was given in remembrance of this lady. But it was found that another office in the state bore the same title and the Post Office Department therefore changed Lawrenceville to St. Lawrence, which the inhabitants allowed to remain. The village was called St. Oars Corners at first, then Rogers Corners because James Rogers built the first tavern, afterwards Gotham Corners, and finally Crane's Corners till the establishment of the mail route. The following persons were among the early settlers: Jacob St. Oars, Silas Mosier, Eli Wethey, Horatio Humphrey, Hamilton C. Wallace, Samuel Dillen, Jerome Wethey, Daniel Corse, Charles Cummins, Dyer Pierce, Curtis, Wheeler, Campbell and Carpenter.

There is no available data for saying anything positively in regard to the French Settlement, except that the original occupants were Americans of whom the names of Jacob Van Nostrand, Aaron Whitcomb, Samuel F. Mills, Phineas and Asahel Powers and Thomas Shaw are mentioned. Thomas Shaw came from New Jersey and on his way was offered a plot of ground within the present upper limits of New-York city for $100 per acre. He thought he could do better in Jefferson county and did not purchase. He always kept his stock till it died, never selling or killing an animal for forty years. In other parts of the town, about 1820 and before, might have been found Michael Van Schaick, John Vincent, Williard Ainsworth, Joseph Cross, Dr. Sacket, Dr. Brewster, Benjamin Estes, Captain Caton, and Captain Merritt. Captain Merritt sailed the schooner Appollonia from this port and on her last voyage she was struck by lightning about thirty miles off Mexico Bay. She sunk so quickly that the crew had barely time to get out the small boat and escape. The first large schooner built at Cape Vincent was the Merchant, the iron work being done by Samuel and John Forsyth. This schooner made a trip to the head of Lake Ontario and back in three days, with a cargo. Besides the names

already given were Ira Hadley, James Borland, Abner Rogers, James Buckley, Oliver Pool, Jacob Bedford, Philip and Abner Gage, Fuller, Green, Hassler, Converse, Pigsley, Holman, Marshall, Van Husen, Hoff—but time would fail in an attempt to mention the host of enterprising men who made Cape Vincent the field of their achievements. Many of these persons mentioned were farmers; and it is the farming class of the community whose names are seldom seen or heard, from which the world gets its living. Stop raising wheat and making butter and what would become of the professions?

THE SECOND WAR WITH ENGLAND.

War was declared on the 18 of June 1812. On the 26 of the same month Gen. Jacob Brown wrote to Gov. Tompkins that, in his opinion a "strong detachment should at once be marched on to Cape Vincent" so as to keep Kingston, which was well fortified and a point from which military expeditions would be sent out by the British "in as much alarm as possible." In less than three weeks after the declaration of the war, a detachment of troop from this county and a considerable force under Col. Bellinger were on the ground. John B. Esselstyn, who afterwards became Colonel, was in command of the militia. A slight digression may be allowed here to give a quotation from a letter written by Moss Kent, who represented this district in Congress during those days of conflict. Under date of September 22, 1814, he wrote from Washington to R. M. Esselstyn: "Another resolution has this day been introduced offering the thanks of Congress to Generals Brown, Scott and Gains for their brilliant victories on the Niagara frontier over a superior British force. The resolution is postponed for a few days. General Brown is here, the subject of the most extravagant praise and I believe that if Congress was to authorize the appointment of a Lieut. General he would be the man."

Drafted militia, some from the Mohawk valley, were stationed at Cape Vincent; and also a body of riflemen belonging to the company of Captain Benj. Forsyth. Besides these, it will be seen from a statement made on another page, that a detach-

ment of light artillery and dragoons were among the defenders of this frontier. During the winter of 1812–1813 a line of sentinels was established along this shore and on the ice, fourteen miles in length. At this time one Corporal Dean, went over to Wolfe island, fell in love with a young lady by the name of Button, and like a brave soldier laid siege to her heart and captured it. Button bay was called after her father. On a still night not long after the surrender of the fair prisoner, a soldier of this line of sentinels called out in loud tones: "Button, button, who has got the button?" His comrade next beyond evidently knew, for he replied in the same loud voice: "Corporal Dean." And then for the whole sentry stretch of fourteen miles, four above Cape Vincent and six below, the words were caught up by the soldiers till the air fairly rang with reverberations of buttons, Deans, and corporals.

The soldiers' barracks stood, one building on the corner of James street and Broadway (Mrs. Hassler's lot) and the other at the foot of James street, (in the garden of Williard Ainsworth.) A building, now used for a school-house on Murray street, was occupied as a hospital. The barracks, a store belonging to Henry Ainsworth, another store of J. B. and R. M. Esselstyn, two or three small vessels that had been built here, the house of Major Esselstyn which stood below Port Putnam, several barns and considerable lumber were burned by the enemy at different times during the war. The house and barns of Dr. Avery Ainsworth in Pleasant Valley were also fired and destroyed by the Indians. Gen. Wilkinson's army, as well as the troops encamped here, burned a large quantity of staves belonging to the Esselstyns, to cook their messes and keep themselves warm. For this loss of property Congress seems to have granted only partial remuneration In a letter dated January 21, 1821, Mr, R. M. Esselstyn complained to the Hon. W. D. Ford in Congress, that the losses should be met inasmuch as they could not have been averted by him at the time. He added: "I think I have proved to a demonstration (and if I have not I can) in the case of John B. and R. M. Esselstyn for losses sustained in the burning of our warehouse and the property we had in it," that the destruction was caused by the enemy while the place was

"in the military occupancy of the government." The unsettled claim amounted to $630.25.

Other persons also made application of a similar character. During the summer of 1813 Mr. Eber Kelsey went to Albany to look after payment for "services done and supplies furnished" our soldiers. Governor Tompkins was not at the capital when this visit was made, and Mr. Kelsey left a paper for him setting forth his claims. Among the items specified is one "for the use of the schooner Neptune thirty-one days" in the transportation of troops and munitions of war. He stated in this paper that General Brown allowed him only two dollars per day for the services of the schooner and he thought it ought to be increased to three dollars. In closing he reminded the governor that the schooner was the one in which "your Excellency sailed from Sacketts Harbor to Oswego last fall"—the fall of 1812. There is another item for "furnishing hay and other necessaries to a detachment of light artillery," as appeared from a certificate of Captain Siger and Lieut. Johnson, and ordered paid by Col. Macomb. According to Captain Mead's certificate there is also a claim "for damage done by a detachment of light dragoons," to the amount of "$71.00, as apprised by John B. Esselstyn Esq. Elnathan Judd Esq. and Mr. John Nash."

The plundering and burning of the warehouses referred to was done on the sly by British gun boats; and these war boats were frequently seen passing up and down the river in front of the village. Marauding parties, however, sometimes came to grief, as the following incident illustrates: Just at daylight one morning a gun boat came up the river and stopped at the foot of James street, (a little east of Mr. Buckley's planing and shingle mill) when the crew and soldiers leaped ashore and hurried into the nearest garden, where they began to plunder the small fruit and vegetables. But the boat had been seen through the grey light of the coming day by a body of Forsyth's riflemen, as it passed Port Putnam. Suspecting that the British might land, the sharp shooters followed along the shore, through the woods, and reached the garden but a few moments later. They immediately attack them and a skirmish ensued with the capture of all the party except three or four. Several were wounded and

three were killed, as the matter is now remembered by one who was living here at that time. The prisoners were sent to Greenbush on the Hudson river and the dead buried at the corner of Broadway and Murray street. (The lot of Mr. G. A. Ainsworth.) It may be remarked that only two American soldiers were killed at Cape Vincent, or near it, during the progress of this war of 1812. One was a man by the name of Draper who went over to Wolf island with a number of volunteers from among the soldiers, to rout a party of Indians who were there watching for opportunities of theft and scalping. The raid was poorly managed and Draper was left on the field, having been shot by the enemy when carelessly exposing himself. Some of the volunteers received trifling wounds. The other soldier was accidentally shot by a comrade who pointed and snapped a gun at him, supposing it to be unloaded. The dead man was buried some distance back in the forest, and until a recent period these words might have been seen cut in the bark of a beech tree, to designate the spot near which he lay: "A. Cutler shot by J. Weaver." These burial grounds of the woods, where all the American soldiers who died of disease were likewise buried, was in the rear of the M. E. church, and perhaps half way to William street.

The Royal George, a British war ship of 24 guns and three masts, once stopped at Cape Vincent but withdrew without making any demonstration. On the 23 of August 1813, Major Esselstyn was taken prisoner on the state road near Chaumont while escorting several relatives and friends to a place of safety. He was removed to Canada, held about two weeks and then exchanged for a British officer of equal rank. The British fleet which attack Sacketts Harbor on the 29 of May 1813 was fitted out at Kingston and on its way to the Harbor captured a boat loaded with flour, from Cape Vincent. It will thus be seen that this town was a point of much interest during the period which we are considering, although no battles or other great events occurred, to draw the attention of the country at large, to it.

This portion of the history should not be concluded without recording a most thrilling tragedy which happened in a private dwelling that stood near the corner of Broadway and Esselstyn streets. (On the spot where Dr. Webb's house is now standing.)

It appears that a British soldier had left his Majesty's service and taken his sword in behalf of the United States. His name was Moore. Sometime during the month of May 1813, a troop of British soldiers, having learned that Moore was at Cape Vincent in command of a small body of American soldiers, surrounded the house where he was stopping and demanded that he should go back to Canada with them. They waited a little time on the outside and ordered him out of the house. He refused to come. Then several British soldiers went into the room where he had placed himself, but Moore drew his sword and would not be taken. Stepping into a corner he asked for only a fair fight—his sword blade against their bayonets. His comrades had fled up stairs; and single handed he actually kept every one of them at bay, till the order was given to shoot him down. It was a cowardly act and he lived long enough to call those up stairs, as well as his assailants, cowards. The bullet, which passed through his body and bedded itself in the ceiling, was found a few years ago when the house was taken down.

THE PATRIOT EXCITEMENT.

Respecting the excitement of the patriot movement in 1838 in this township and county, but little need here be written. There is no occasion for discussing the merits of the case. Some say the whole action was a crime, others a delusion, and none at the present hour, assume or attempt any justification for it. One thing is certain. After the United States, as well as the State authorities, had pronounced strongly against any action on American soil in aid of the Canadians, whoever sympathized with the cause ought not to have used the protection of the stars and stripes to secretly assist it. The sympathizers should have gone into the Dominion and not have stolen arms and held secret meetings here. Many who read these words will remember the hunter lodges, the mysterious language of signs among members of the lodges, the discussions that were in the night air about attacking Kingston, the robbery of the Watertown arsenal, the burning of the Sir Robert Peel near Wells island, the memorable trip of the United States across the lake and down this river, when the patriots gathered at Windmill Point and came to a quick and dis-

astrous end. Some were killed in the fight and those who did not run away when the final stand was made at the mill, were taken prisoners and placed in confinement at Kingston. Of the prisoners, some were banished to VanDieman's Land. Dorephus Abbey of Watertown, Daniel George of this village, Van Schoultz the talented exile from Poland, and others were executed. A few were released. Strenuous efforts were exerted in this town and county to influence the Canadian authorities not to inflict the death penalty upon the unhappy men, but ten were hung, eighteen released, fifty-eight pardoned, sixty transported, three acquitted, four turned Queen's evidence, "and of ten," says the historian of Jefferson county, "we have been unable to ascertain their fate." The penalty was too severe, considering the youth, the delusion, and the deception practiced upon the larger portion of those engaged in this melancholy affair.

THE GREAT REBELLION.

During the civil war the state of New York placed 426,000 men in the army and navy. Cape Vincent contributed of this number her full quotas. The quota under the call of October 17 1863 was 44; under that of February 1, 1864 it was 70; March 14, 28; July 18, 56; December 19, 40. The guns which battered down Fort Sumpter in 1861 were scarcely cold before the loyal citizens of this town began to urge the necessity of saving the nation from the disgrace which that act was designed to bring upon it. On the 6 of August 1862 a permanent war committee was appointed at a meeting of the citizens which continued till 1865. In February of this year (1865) the committee reported that $235.85 still remained in its hands unexpended, of the money raised to pay bounties. They were authorized and directed to use the balance at their discretion in providing for the families of the volunteers. A special town meeting was held on the 12 of January 1864 when it was voted—263 against 52—to tax the town sufficiently to pay a bounty of $300 to each person who should thereafter volunteer into the service of the United States and be credited to Cape Vincent. Previous to the appointment of this war committee the volunteers received little or no bounty,

although small sums were given them by individuals as they left home, and they went under the stimulation of a patriotism that no man could lay to the charge of greenbacks. Nor must we forget the meeting of the ladies on Thursday evening, the 21 of August 1862, when arrangements were made for a Union Festival, which was held a week later in the Freight depot with great success. Several hundred dollars were there raised for the purpose of establishing a Soldier's Relief Fund, and this sum was increased from time to time by the ladies as the families of soldiers here needed help, or requests were made to them for hospital supplies at the front. At the preliminary meeting the committee of the village was made to include two ladies from each school district of the town whose names are given in the report of the proceedings. It seems that certain cows and sheep had been donated to the ladies for the benefit of the Relief Fund, and on the occasion of the festival they were sold. If we had the names of the farmers who gave the stock they would be put in this place.

During the years of the war, large meetings were held in different parts of the town—four horse teams sometimes starting out of the village of Cape Vincent with banners and music, gathering audiences at Millens Bay, St. Lawrence or around the steps of the church in French Settlement—when the citizens would endeavor to inspire one another with the vital responsibilities of the hour. The meetings of this village were usually held in Hemlock hall, (over the store of Levi Anthony.) A large crowd once convened in the passenger depot; a celebration was held on the Fourth of July 1863 for Union funds; and the energy displayed here through those anxious years of blood and suffering, those years when sons went from some of our homes never to return, those years when it was as much a glory and a martyrdom to sincerely fight for the liberty of the nation as ever characterized the land of the brave, those years which have made this centennial freedom possible, from the grand old river before our very eyes down to the great Gulf—the war energy exerted in Cape Vincent then must go on record as a constituent element of the county and the state which made the town a loyal and patriotic one. A list of the soldiers who went from this town or were credited to it may be found on one of the last pages.

FIRES AND DISASTERS.

Cape Vincent has suffered from fires of which the following have been recalled: A store, hotel and barns built many years ago by Mr. Joseph Cross on the corner of Gouvello and James street; a saw and grist mill at the foot of Gouvello street belonging to Theophilus Peugnet; the foundry of Mr. John Forsyth in 1861; the railroad woodhouse and a large quantity of wood; the Elevator on the 20 of September 1863; the steamer Watertown, September 9, 1865, when one life was lost; six or seven buildings cornering on Broadway and Market street and running east and north, in the forenoon of February 7, 1866; the shingle mill at the foot of Broadway, November the 22 of the same year; a most distressing accident, fifteen or eighteen years ago at Kents Creek, when a block house was completely destroyed by fire and a whole family by the name of Grimshaw were burned with it beyond recognition; and more sad than even this and all other disasters combined, contrasted with which the loss of property bears no comparison, the burning of the Wisconsin off the shore of Grenadier island during the night of May 21, 1867. Last year (1875) large stacks of grain belonging to Mr. Albert Rice of St. Lawrence, amounting to $13,000, were totally consumed by fire which was caused by the friction of some portion of the threshing machine engaged in threshing the grain at the time. When the Elevator was burned 36,000 bushels of grain were in the bins, only half of which were insured. A dwelling house was saved from the flames a few years ago by incessant snow balling. An upper cabin steamer named the Ocean Wave was burned near the Ducks in 1853 and twenty-three lives were lost.

THE BURNING OF THE WISCONSIN.

But this community never had intenser feelings or more sympathetic hearts than was manifested when the propeller Wisconsin was burned and twenty-four persons went suddenly into the presence of God. The last body taken from the water was that of Andrew F. Morrison the engineer, six weeks after the disaster. The Wisconsin was a steamer belonging to the Northern Transportation Company and was on her third trip bound for Chicago. About one hundred persons, including the crew and the five pas-

sengers which got on at Cape Vincent, made up the company. She left the wharf not far from half after ten in the evening. The night was dark, a drizzling rain was falling, nearly all the passengers were in their berths, an half hour later and many were asleep when—"Fire! the boat is on fire!" rang through the cabins with that shrillness and horror such as only terror could give the cry. Men and women hurried out of their rooms half dressed or in their night clothes, to find the flames bursting through the hurricane deck and crowding up around the smoke stack like the tongues of fiery snakes, and gorging the hatchway near the engine as if mad that it had so little freedom. No description of that terrible night can be adequately given. Captain Townsend immediately gave orders to head the Wisconsin for Grenadier island and to clear away the yawls. Only the big yawl seems to have been of much service, and when that was brought abreast of the rail, panic stricken men and women rushed into it without a consideration as to the load it would bear. Seeing the confusion the captain ordered the yawl lowered to the water and in that position it remained till the steamer was beached. Thus fastened to the side of the propeller and quite out of sight from the deck, they rushed on together, side by side into the inky darkness leaving behind them a lurid stream of flames and cinders, and uttering more than one beseeching cry to God for the shore. Just as the steamer struck the beach some person in the forward part of the yawl cut the rope which held her fast, the stern rope still being secured, when she instantly turned bottom upwards and eighteen or twenty persons were thrown into the water. Some might even then have been saved, as they were only fifty or sixty feet from land, but the wheel was running at full speed so that every person was drawn under by the swell and perished. Jumping over the bow of the propeller, the steward C. H. Dodge —all honor to his name—swam ashore with a rope, the end of which he fastened securely and then went back and remained in the water to assist the remaining passengers to reach the island and save their lives More than one, in his efforts to shove himself along over the rope dropped off and was picked up by Cortland H. Dodge. It is believed that no one was lost who remained on the Wisconsin and used this rope as a means of res-

cue. On the next morning very early, the steamer Watertown, hearing of the burning wreck, went up to the scene of death and soon after returned to the village with fourteen bodies. They were placed side by side in the freight house, a coroner's inquest was held in the hotel of the passenger depot and nearly all the bodies were buried in the old cemetery on Market street. The loss of Mr. Robert Chisholm's wife and four children, and the utter wreck of his fortune and hopes, can never be forgotten by this generation. Ten other bodies were found from time to time as they washed ashore. Nor must it be forgotten to record the special efforts of the Transportation Company in bearing the expenses which the accident occasioned, and especially the kindness of the islanders and residents of this village, in furnishing food, clothing and money, so far as it was required for the immediate necessities of the survivors. All those who were saved returned to this village on the following day.

RELIGIOUS SERVICES.

The first religious services were conducted by Mr. Richard M. Esselstyn in his own house. The meetings were held each Sabbath when the Episcopal service and a sermon were read by him, followed by an extempore prayer from Deacon Kindall who was a Baptist. These were the days when a good old Scotchman from Wolf island would attend the primitive worship and bring his family. The row across the river, especially in the warm days of July, developed a tendancy to sleep during the reading of the sermon, and this restful feeling was universally indulged. The boys then, as it sometimes happens now, were always ready for the closing doxology and eagerly watched for the vigorous shaking of uncle Cochrane's foot, because that shaking not only indicated the breaking up of the good man's nap, but also the near end of the services. Previous to 1820 missionaries came into the settlement and the names of a Mr. Avery and a Mr. Flint are still remembered. There is still preserved the original draft of a paper stating that the first Sabbath school was started on the 30 day of July, 1820, with J. B. Esselstyn and Buel Fuller as managers, R. M. Esselstyn superintendent, and Mr. Ellis teacher. There is also the draft of the first constitution that formed the

"Auxiliary Female Missionary Society of Cape Vincent." This organization was before that of any church and not far from the date of starting the first town Bible Society.

THE PRESBYTERIAN CHURCH.

The Presbyterian church began its formal existence on the second day of March, 1823, at the house of Oliver Lynch. Rev. Noah M. Wells of Brownville moderated the meeting and probably drew up the confession of faith and the covenant which were then adopted. The following eight persons constituted the original membership: Oliver Lynch, Abraham Morrow, Matilda Lynch, Jane Forsyth, Mary Forsyth, Cynthia Rogers, Hezekiah H. Smith, and Amnarillis Mills. At this meeting Jedediah Mills was received on profession and Oliver Lynch and Abraham Morrow were chosen elders and deacons. Mr. Lynch soon after moved to the west. On the 25 of the next June the church was received into the Presbytery of St. Lawrence on the same day when Charles G. Finney, who became the eminent revivalist, was taken under its care as a candidate for the gospel ministry. In 1824 a large meeting of this ecclesiastical body was held in our village. The first services were begun in a school house that stood near the old cemetery; afterwards in a hatter's shop on Broadway; then in the ball room of the Rathbun house; next in a wheelwright shop; and later still, in a hotel building at the foot of James street that was burned many years ago. On the 13 of February, 1832, the "First Presbyterian Society" was organized with Simon Howard, Henry Ainsworth, Michael Myers, R. T. Lee and James Buckley as trustees. The church building was commenced the same year, $400 and the lot having been given by Mr. Le Ray towards the project. It was occupied the next year by the use of temporary seats, and continued in an unfinished state till about 1840, when the inside was completed.

Rev. Jedediah Burchard was the first minister, who came in 1824, and during the two years of his ministry increased the membership to more than fifty persons. There were large accessions in 1850. In 1852, the year when the bell was purchased, the church numbered 135 members.

The wheelwright shop where the early services were held was without much underpinning and stood two or three feet above the ground. One Sabbath while Mr. Burchard was preaching very earnestly on the willingness of doing whatever God calls upon us to do, he was greatly annoyed by half a dozen pigs that grunted and rooted around beneath the shop floor. Neither did it please the congregation. Suddenly grace and patience gave way, when Mr. Burchard stopped short in his discourse and called out: "Ruloph Shepherd, drive out those hogs."

THE EPISCOPAL CHURCH.

As already indicated the first religious services were Episcopalian and conducted by Richard Esselstyn. These services were continued with more or less frequency, sometimes at Cape Vincent and sometimes at Millen's Bay, till St. John's parish was organized on the 25 of January 1841, while Rev. John Noble was rector. John B. Esselstyn and Nelson B. Williams were then chosen wardens; and Nelson Potter, Otis P. Starkey, Robert Bartlett, Calvin Pool, Judah T. Ainsworth, Robert Moore, Rice Parish, and William Esselstyn, vestrymen. The lot upon which the church building stands was the gift of Mr. Starkey and contained an acre of land. The first interment in the parish cemetery was the body of Jonathan Howland, who died the same year of the organization, at the age of 60 years. The building was erected in 1841 and consecrated on the second day of June 1842, with the approbation of Bishop DeLancey. A neat parsonage was built not long after the church edifice. At the present time, and this has been the case for several years past, the rector of St. John's parish holds preaching services every other Sabbath afternoon at Millen's Bay. There is a good building at the Bay which was completed in 1872 by the union efforts of the Episcopalians and the Methodists of that place. The Methodist class there is connected with the charge at St. Lawrence and has a regular service on alternate Sabbaths.

THE METHODIST EPISCOPAL CHURCHES.

Although the Methodist church was organized several years after those already named, it was yet this denomination which

maintained the first stated preaching. A class was formed not far from 1820 and the first conference appointment was that of Seth Green in 1827. From 1827 to the present time preaching has been given, directly in accordance with the plans of the conference or else under the management of the presiding elders. During the early history of the field, which embraced the northern territory of Jefferson County, the quarterly meetings were very largely attended by people who lived many miles away from the place of gathering. The church in the village of Cape Vincent was legally organized on the 14 day of October 1851, under the ministry of Rev. William Jones and with a membership of fifty-five persons, twelve of whom were probationers. The names of the original trustees were William King, George Akerline, William Esselstyn, Philetus Judd, Asa S. Jones, John Hollenbeck, and John Nims. It is stated that the property of the society, twenty-five years ago consisted of a good cooking stove with its necessary pipe and furniture. Sabbath services were held in the stone school building on Point street, until the erection of the church in 1855. In 1854 a Methodist Sunday-school was organized with thirty scholars, and this was after the school established on the North Shore. The parsonage belonging to this society was completed two years ago, a portion of the present house having been purchased for that purpose previous to 1874. Until this year (1876) the church has received aid from the Missionary Society, but it is now self-supporting.

The first religious services in the St. Lawrence region of the town were under the direction of Elder Warner, a preacher of the Christian denomination. This order flourished for several years, and when it began to wane, the first Methodist class was formed with Morris Cornwell and wife, Christopher Treadwell and wife, and Mrs. Jeremiah Newville as the original members. This class was organized later than 1840 and continued till the 17 of August 1868, when the "Second Methodist Episcopal Church of the town of Cape Vincent" was begun, and the following trustees elected: Samuel Dillen, Edward R. Farr, Alonzo Walrath for three years; Albert E. Rice, and Alanson Abby, for two years; and Samuel Swartwout and Russel Wright for one year. The house of worship was erected in the summer of

1869 and dedicated on the 15 of the following December. Previous to the organization of the church, St. Lawrence was only a preaching station. The largest revival, probably ever known in the vicinity, blessed the congregation during the winter of 1874 and 1875, and very large accessions were made to the membership.

THE ROMAN CATHOLIC CHURCHES.

It is a matter of regret that records concerning the Roman Catholic churches, both of French Settlement and the village, are not at hand for the purpose of a historical narrative. The church at the Settlement was built by Mr. Le Ray and given to the people. The church in the village was dedicated in June 1858 with Bishop McCloskey officiating.

THE MORMON VISITS.

Two noteworthy visits were made to this town by Mormon elders. The first one was in 1833 and the last one about 1848. They assumed to work miracles, heal the sick by miraculous power; and Patton and Parish, who were the first visitors, claimed the ability "to interpret any language that man could speak." Crosby and Brown who followed these, fifteen years later, attempted all manner of wonderful works except to raise the dead. The raising of a dead man they prudently never attempted. Sometimes they would baptize—and always by immersion—in the night. To give a wierd character to the performance, one of the young converts was baptized in a large well. Meetings were held at St. Lawrence and Wilson Settlement, and during 1833 in this village. In some instances whole families went over to Mormonism and all grew merry as a marriage bell—for the more marriage the better—till challenges were issued for a public debate with any one who believed they had no right to as many wives as Abraham, or as much divine power as Paul. It happened in 1833 that Rev. William Moore, but a short time in this country from Ireland, was supplying the pulpit of the Presbyterian church. He belonged to the Methodist denomination. At one of their Mormon meetings Patton boldly advocated his supernatural gift of tongues, and challenged any person

in the house to dispute the claim or the doctrines of the Mormon religion. But this was the rope that hung them. Mr. Moore quietly arose in his seat and accepted the challenge. The time of the debate was at once arranged and when the evening came, the house was crowded at an early hour. Mr. Moore had agreed to speak first and began with these words from the Bible: "O full of all subtilty, and all mischief, thou child of the devil, thou enemy of all righteousness, will thou not cease to pervert the right ways of the Lord." (Acts 13: 10.) He spoke about an hour, showed the difference between the miracles of the Scriptures and those of these Mormon advocates, and closed by calling attention to Patton's claim, publicly and audaciously made, that he could interpret any language under the sun. Then turning to Patton he repeated the Apostles Creed in genuine Irish and told him to interpret the same. But not a word could he get from him or the other Mormon. They were sick. The congregation and Mr. Moore waited towards half an hour, but not one word was heard in reply. Persons in the congregation arose and addressed them; and a listener said, that the Methodist preacher finally told Mr. Patton that he dare not undertake to speak those Irish words for if he did it would crack his jaws. They left town soon after.

Crosby and Brown at St. Lawrence, about 1848, came to an end equally uncomfortable. This was done by a sermon from a Baptist minister still living in this county. They invited Elder Blount to preach on the promise of Christ to give miraculous power to his followers and to show why it might not be fulfilled in their case. He finally accepted the invitation. At the appointed time all the neighborhood were present.

Brown and Crosby had very earnestly declared that they had cured a sick child by prayer and the laying on of hands; but Elder Blount inquired how it happened that the boy finally died, if he was healed by them? These two sorcerers had also stated, and their followers confirmed their statement, that they frequently removed distressing headaches by divine influences; but the Elder asked why it was, then, that they secretly gave a rousing emetic? Perhaps they intended to throw the headache out of the mouth. The Apostle James speaks of annointing the sick with oil and praying over them. The Mormons declared that

they had done that very thing in the case of rheumatic individuals with instantaneous effect; but the Baptist minister, who had slyly been instructed in the details of the annointing, proved to the audience that they nearly skinned the back of one poor fellow by rubbing it with turpentine and then applying a hot shovel. This kind of debating soon checked the religious wickedness and nonsense, and the next spring Crosby and Brown, with a few adherants, went back to Nauvoo.

THE FERRY LINES.

The first ferry was established by Abijah Putnam, the founder of Port Putnam, and it extended from that village across the big bay to Wolf island. About 1809 the second ferry was started from Gravelly Point to Hinckley's Point of the same island. Eber Kelsey ferried from this side for many years, and Samuel Hinckley from the other. For ten years Peter Sternberg controlled a ferry from Carlton island to Wolf island. Row boats and scows were used until 1847 when a small steamer called the Farmer made trips from and to Kingston, being governed by the demands of freight and passengers as to the frequency of her trips. The year after the railroad was completed to Cape Vincent, the Wolf Island Canal was cut by a stock company, in which the railroad and the city of Kingston were interested, as well as private individuals. The Lady of the Lake was used as a ferry boat by the Cape Vincent and Rome railroad during 1852 while the John Counter was being built especially for the route. The John Counter was owned and managed by the aforesaid stock company and designed to run through the canal, but was found too large. She was used, however, during the fall of 1853 and the spring of 1854, making trips around the head of the island, until sold to parties in Montreal. The Star took her place during the remainder of the season. George W. Creighton was captain of both the John Counter and the Star. In 1855 the steamer Sir Charles Napier, formerly owned by the American lake and steamboat company, was purchased by Captain Creighton and commanded by him until the spring of 1858, when Kinghorn and Hinckley organized a company, putting the Pierrepont on the line and following her, at a later date, with

the Watertown. In 1873 Messrs. Folger Bros. and Nickle purchased these steamers, Captain Hinckley still retaining his interest. The fine steamers Maud and Geneva are now making regular trips between Cape Vincent and Kingston. The master of the Maud is Captain Theodore Hinckley, and of the Geneva, Captain Coleman Hinckley, Jr.

The first ferry boat from Clayton was a little steamer called the Wren, which commenced daily trips in 1868 and ran two seasons. The Midge took her place in 1870, making the same trip as the Wren, and also going from Clayton to Gananoque each afternoon. The Wren was run by S. D. Johnston, and the Midge by John Johnston. In 1873 the J. H. Kelly took the route from Alexandria Bay to Cape Vincent, making two round trips per day. She was succeeded last year (1875) by the T. S. Faxton under the command of Captain Holt—and her whistle is blowing the announcement of her arrival at the wharf with passengers for the morning train, as these words are written.

THE CUSTOM-HOUSE.

The custom-house District of Cape Vincent was organized on the 18 of April 1818. Previous to this date Cape Vincent was only a port of entry in charge of a deputy, with Sacketts Harbor as the headquarters. It is now the point where the chief officer is stationed and comprises the entire coast of Jefferson county, Sacketts Harbor having been consolidated with the Cape Vincent District March 3, 1863. There are ten ports of entry. During the period of the non-intercourse laws and the embargo, smuggling was a very animated business, without much injury to the consciences of the people since they firmly believed that those regulations were wrong as well as unnecessary. For many years it was an unsettled question whether Carlton island belonged to the United States or the Dominion. A quantity of goods was seized on that territory during the administration of John Quincy Adams, and more than one cabinet meeting was held at Washington to determine what disposition should be made of the seizures. In June 1812 Elijah Fields, Jr., a deputy collector stationed at Cape Vincent, seized two schooners and their cargoes—the

Niagara and the Ontario—under the belief that they were engaged in smuggling. After an examination of the case the Ontario was released for want of sufficient evidence, but the Niagara and her load were sold. The first collector was John B. Esselstyn, who served the government more than four years before any salary was established, and this was started at the extravagant figure of $250 per annum. The exports were comparatively of no consequence before the building of the railroad; and no record of exports is made in the quarterly report which was drawn up just before the running of the regular trains. The next report had the item of exports set down at $20,000. There are forty-five vessels owned in the District of Cape Vincent, of which thirty-one are sail vessels and fourteen steam. The tonnage of the former is 4,538 and of the latter 598. The number of vessels entered and cleared are about a thousand a year. The exports of American manufactures through the District of Cape Vincent for the last ten years have been about $550,000 annually, of which $250,00 are exports in bond. The imports for the same time have been about $500,000 annually. The imports in the fur trade were $112,000, and the pounds of fresh fish from Canada were 700,000 pounds, for the year 1875.

THE CAPE VINCENT AND ROME RAILROAD.

The first thoroughfare was the state road which was completed from Brownville to Port Putnam in 1803. The turnpike was made several years later; and in 1832, a Black River company was organized with legal authority to build either a canal or railroad, from Rome to Cape Vincent, Sacketts Harbor or Ogdensburg. But this company did not breathe very long. In 1846 another act of the legislature granted the right of constructing the Rome and Cape Vincent railroad which likewise failed after a few months of struggle. Nine years later the matter was again agitated with more capital within reach, more meetings in Kingston, Cape Vincent and Watertown, and in 1848 work was commenced at Rome, and the last rail laid to the shore of the St. Lawrence in the spring of 1852. The first train appeared in April of that year amid great rejoicing and hearty cheers. Regular trains began to run in the following May. The Rome, Wa-

tertown and Ogdensburg company, which also controls the Lake Ontario Shore road to Niagara river, now owning and successfully managing the route, have 3000 feet of wharfage on the shore of the village. The freight house is 600 feet long, and the passenger depot, including the hotel, is 200 by 50 feet. No cars are run on the Sabbath, no accidents of any moment have ever occurred to its trains, no road in the Empire state, except the Central, is believed to be more prosperous, while none are better equipped.

Twenty-two years ago five propellors connected the Cape Vincent and Rome railroad with the Michigan Central at Detroit, by means of which immense quantities of freight were transported to and from this port. The magnificent Ontario steamers Bay State and New York, touched here every day in their trip between Odgensburg and Lewiston. And the ferry line to Kingston brought the town into direct communication with another steamboat route, which extended to all the principal landings on the Canadian side of the Lake. As a result of this general traffic all branches of local business were greatly stimulated in Cape Vincent, and the prospects of a large town were very flattering.

For some reason which the historian is not able to discuss, some of this commercial business started twenty-five years ago, was soon diverted to other channels. The place is seriously affected by the "hard times" that are just now burdening the people everywhere. And yet a new source of growth is opening which might be made a matter of permanent advantage. It is no exageration to say, that the grandeur and comfort and health of the magnificent St. Lawrence, is gaining the attention of the entire world. A few days or weeks of summer recreation has become a fixed habit of the American people, so that there is no place for an argument against the belief that the pleasure travel to this vicinity, will continue to increase from year to year, for several years to come. Who ever came to these shores and expressed any dissatisfaction with its glories, its refreshing air, its grander sense of life, such as can be secured under no other circumstances? Once here is more than twice here, with two or three friends in addition. It has been estimated by ten or twelve men, independ-

ently of each other and not counting the increasing number who stop here, that no less than seven hundred passengers went through our depot each day during the pleasure season of last year. This average estimate is certainly low enough. But this travel has doubled within three years; and five years ago, there were probably not seven hundred pleasure travelers during the entire summer. Of course forty or fifty thousand people coming to the banks of the St. Lawrence at this point is of trifling benefit towards the growth of the population, in itself considered; but what man or woman can forget the place, when the first sight of the clear, majestic river, was out of the car window as they came into the Cape Vincent depot? The situation is a grand one. And if capitalists, now strangers to us, can be induced on recognizing the fact to settle here, the traveling population becomes at last a permanent one. The city of Saratoga was built up in this way of acquaintance from the outside, earnestly and persistently encouraged by the residents. For this reason it was said that a new source of business and growth is opening here of which advantage may be gladly taken. But these last words exceed the province of the historian and the sketch is here ended with two verses from a poem by B. F. Taylor:

Ah, beautiful river,
Flow onward forever!
Thou art grander than Avon, and sweeter than Ayr;
If a tree has been shaken,
If a star has been taken,
In thy bosom we look—bud and Pleiad are there!

O, pure and clear river,
Make music forever
In the Gardens of Paradise, hard by the throne!
For on thy far shore,
Gently drifted before,
We may find the lost blossoms that once were our own.

OTHER HISTORICAL INFORMATION.

Some of the best farms in Jefferson county may be found in Cape Vincent. Much of the lowland, which was once considered of little value, has been drained and made very productive. The commercial and general business of the town compare well with others of its size,—and still opportunity for improvement. The telegraph business, for the last ten years, has averaged from three to four thousand dollars per year. The express business has averaged $25,000 for ten years past; and last year, it reached $35,000. The propellers of the Northern Transit Company, running from Ogdensburg to Chicago, touch at this port, and have secured a business of $19,000 or more, each year, for the same length of time. At the present time, more than 800,000 pounds of fresh fish are annually shipped from Cape Vincent to different parts of the state. About two hundred men and about seventy-five boats are employed in collecting and shipping the fish. Collections for duties on imports at the Custom House, since 1860, have averaged about $100,000 annually. The railroad business has not fallen below $80,000 per year, for the same time, and has run beyond $100,000, in some instances. The present Elevator was built in 1864, and has a capacity of two hundred thousand bushels, of which the yearly business has been about four hundred thousand bushels. In connection with this trade are the two fine schooners—the L. S. Hammond and the Polly Rogers. The former is commanded by Captain Richard Saunders, and the latter, by Captain Joseph Saunders. The Elevator and the vessels are owned by E. K. Burnham, Esq.

Cemeteries.—The first cemetery was on the farm of John B. Esselstyn, (the Hassler farm) of which there is now no trace. The graves have been plowed over. In 1820 there were not twenty-five graves in the village cemetery. It is now nearly full, which is also true of the burial grounds at Warren Settlement. On the 13 of September, 1875, a stock company was formed under

the title of the Riverside Cemetery Association, with the following stockholders: F. A. Cross, Gilbert Robbins, John Robbins, Willard Ainsworth, Philip Marks, Levi Anthony, I. T. Cross, George and William Grant, Norman Ross, Charles P. Morrison, John Buckley, William Anthony, and William Esselstyn. William Esselstyn, Francis A. Cross, Willard Ainsworth, Norman Ross, Gilbert Robbins, and Levi Anthony were chosen trustees. The grounds are about half a mile below the limits of the corporation and are beautiful for situation.

Newspapers.—The Cape Vincent *Gazette* was started by Paul A. Leach, and the first number was dated May 8, 1858. It was succeeded by the *Frontier Patriot*, May the 10, 1862, with P. H. Keenan editor and proprietor. Mr. Keenan entered the army in 1862, when the name of Robert Mitchel appeared as editor, and P. H. Keenan as proprietor. In the fall of 1862, Mitchel absented himself to buy a new stock of paper, and has not yet returned. The Cape Vincent *Eagle* appeared on the 18 of April, 1872 and is still continued a flourishing local paper. W. W. Ames is editor and proprietor. Mr. Frank Potter has a complete file of all the papers that have been published in this town, from the first issue of the first volume.

Telegraph.—The first telegraph line to Cape Vincent was built in 1856, and the money was chiefly raised in this town by subscription. It was soon after abandoned. Mr. Joseph Owen built another line in 1864, assisted very materially by A. F. Smith. This was sold to the Provincial Telegraph Company, in July 1865, and became a part of their line to Oswego and Canada. The Montreal company bought out the Provincial company in March, 1867, which has continued unchanged till the present year. C. C. Brown is the present manager, and has been in the office since 1872.

The Dominion Telegraph Company opened an office in this village October 9, 1872. Sidney Block, operator.

SOLDIERS OF THE REBELLION.

The following names of soldiers, who enlisted from this town, or were credited to it, during the civil war of 1861–1866, have been chiefly taken from a list made out for official purposes,

About twenty-five other names have been added, and it is hoped that the names below will be found to make up a complete list:

130 INF.—H. F. Rogers; 14 INF.—M. B. Ladd; 12 INF.—Robert Percy; 16 ART.—Samuel White; 138 INF.—James McKee; 25 CAV.—James Brown; 122 INF,—J. G. Roseboom; 104 INF.—Henry Huck; 15 CAV.—John Cleene; 106 INF.—Jacob Miller; 9 H. ART.—Joseph Hibbard; 103 INF.—Joseph Majo, wounded; 11 CAV.—Thomas Hudson; 24 INF.—Albert Lee, re-enlisted in 2 N. Y. Artillery; 102 INF.—John O'Connor, re-enlisted; E. Brooker; 5 ART.—Samuel Hubbard; H. M. Downey; NAVY.—J. F. Ackerline; Patrick Ryan; 34 INF.—John H. Moore, lost leg; William Cary, transferred; 24 INF.—Patrick Ryan, re-enlisted; William Barup, severely wounded; 14 ART.—James Rachlord; Alex. Delmars; John Rinagle; 185 INF.—A. G. Rogers; Lorenzo Dodge; Francis Bailey; 1 L. ART.—John Miller; George Darby; Nelson Swartwout; L. Swartwout; Joseph Zeron; 6 WIS.—O. Stowell; 2 ILL. L. ART.—Frank Goulding; 57 MASS.—Jabez Bullis; 39 ILL. A. Hurlburt; 8 MO.—Sidney Ainsworth, Lieut.

193 INF.—J. B. Esselstyn; R. W. King; Horace Smith; Joseph Albeckker; Sidney Ainsworth, captain, re-enlisted; B. B. Offin; Peter Hose; Norman Ross, ord. s.

35 INF.—William Betts, 2 Lieut., re-enlisted; James Rachlord; B. Harrington; A. D. Shaw, corp., special agent, commissioned col. of 39 N. G. 1865; Thomas Cameron, re-enlisted.

186 INF.—Erasmus Watkins; John Whiting; A. Pettet; Peter Delmars; R. Chapman; Joseph Chapman; H. D. Chapman; Merrit Sperry; A. K. Tuttle; G. W. Pratt; M. B. Ladd; Orrin Rice; Philip Gates; F. B. Smith; James Knight; W. H. Powers; Alex. Ladd; Lieut.; Alonzo Walrath; Watson Walrath; Joseph White.

20 CAV.—C. R. Robinson; F. Whittemore; William Betts; John O'Connor; Charles A. Briggs, 1 Lieut.; Andrew Miller, ord. serj.; Chas. Clark; Phillip Monroe, wounded; Thomas Maloney; William Warren; Orville Fish; T. E. Briggs; H. or M. Perego; John Reff; Jude Loilet; George Faker; Andrew Faker; John Woolaver; Sebastian Gregor; Joseph Welch.

94 INF.—J. Graham; E. F. Morrison; A. Morrison; Peter Sheldon, wounded at second battle of Bull Run; Ransom Campbell, wounded; Delos Arnold; I. Griffin; Austin Horr, captain; Austin M. Horr; Ed. Garland, wounded; Louis Mentz; James Webber; Joseph Bedford; Robert Carrigan; Charles Elsworth; Don A. Freeman; J. N. Forton; Sweetin Miller; Richard E. Keys; John Shareman; Louis Lafleur; Bruce Cough; William Karney; Mekendry William; Marshall S. B. Pringle; William Hill; James Ratican; Samuel Blair; Thomas Connely; Patrick Scheedy; Joseph Trimble; James Wall; Jethro Worden; John Hair; James Griffin; Peter Carrol; George Frasier; Howard Roseboom.

10 Art.—John Shaffer, corp.; Henry Zimmerman; James Easterly; Fred. G. Shaffer; Geo. Montney; U. M. Burnett; Isaac T. Cross, 2 Lieut.; B. F. Cross; Joseph Lovell; Z. P. Briggs; J. W. Pool, corp.; John O'Conner; Charles A. Briggs, re-enlisted; Albert Briggs; Robert Burgiss; John Armstrong, captain; Jacob Bassa; John D. Clark; C. Clark; Henry Bechut George Jondeo; W. Tanson; George Doty; W. E. Franklin; Joseph Rouse; Gilbert Chapman; G. W. Pratt, re-enlisted; James P. Rector; George Lince; J. P. Lince; W. S. Carlisle; George Rinagle; Michael Reff; Frank Favrie, lost arm, wounded in leg; E. Dezongremel; Augustus Roats; William Anthony, corp.; Charles Judd, transferred to Navy; A. Hollenbeck; John Smitling; Charles Warren; Timothy Farlick, W. A. Farlick; E. Comwell; Arthur White; Horace Ingerson; Thomas Cameron; Horace Dodge; B. B. Braun; O. B. Cadwell; Louis Ruso; Benjamin Akin; Carl Britzki; W. H. Bush; Amasa Bass; Elisha L. Dodge; John Donahue; E. Dugal; Jacob Folen; Frank Favry; Jacob Fyrle; David Forton; Barney Hazer; Louis P. Jodwine; E. Lawrence; Asa Lanfier; James Lawrence; Fred. Marks; N. McCarty; Ira C. Nicols; Albert Percy; Alfred Pluche; G. H. Reade; Henry S. Simmons; B. L. Seeley; Samuel Woolaver.

LIST OF THE DEAD

as far as ascertained: 186 Inf—George Warren from effects of wounds; George Chapman; Albert Dillon corp. killed. 30 Wis. Inf.—James Garland. 94 Inf.—John Perego; William Allen killed; James B. Cough. 5 Inf.—Aschal Gloyd. 76 Inf.—Jno. Hyde supposed died in rebel prison. 14 Ill.—Garret Niles corporal. 14 Inf.—G. L. Roseboom; A. G. Draper. 147 Inf.—W. Saunders. 18 Inf.—George Ellston. 24 Inf.—David Lodi killed at South Mountain. 59 Inf.—Allsman. Navy—Peter Reff. 10 Art.—Morris M. Pool died of small pox; William Weaver; Henry Lince from wounds; C. S. Esselstyn of small pox; Elnathan Judd from accidental wound; Benjamin T. Judd shot in rifle pit in front of Petersburgh.

The following list does not claim to be complete of the soldiers now living in town, who were living elsewhere at the time of enlistment: 184 Inf.—John Schram; 35 Inf.—A. I. Cratsenberg ord. serj. Re-enlisted in 14 H. Art. Lost arm at battle of Cole Harbor. 1 Art.—John Hoyser corp.; 81 Inf.—W. H. Schram, also 20 cavalry. 11 Inf. regular service,—R. A. Davis. 16 Inf.—Charles I. Gardner, serj.; lost an arm at South Mountain. 1 L. Art.—Ezra D. Hiltz, corp.; lost arm at Williamsburg;

Duane Hilts served three years. 10 Art.—John H. Parker. Lieut., promoted captain. 20 Cav.—Joseph Lewis. 118 Inf.—Paul DeJourdan.

Rev. S. L. Merrell resigned his charge of the Presbyterian church in this village, in June 1861, and entered the 35 Infantry as chaplain. He served his full term of enlistment.

Rev. O. P. Pitcher, now pastor of the M. E. Church, was engaged as a missionary among the soldiers, under the auspices of the Christian Commission and the Y. C. A. of Washington.

Dr. Martin Braun was asst. surgeon in the 4 Cavalry, according to enlistment, but acting surgeon during the most of his service.

Augustus du Fort was midshipman under Commodore Perry, and in the famous battle of Lake Erie, on the 10 of September 1813.

This list of soldiers is specially honored, by the additional name of General D. B. Sacket, who graduated at West Point in 1845 and engaged in the Mexican war under General Taylor, in 1846. A horse was shot under him during this conflict; he was engaged in three battles with the Mexicans, and for gallant conduct was made Bvt. First Lieut., May the 9, 1846. He was also Asst. Instructor of Cavalry Tactics, at the Military Academy, for more than four years; saw service among the Indians and was at Fort Arbuckle, I. T., as Major of 1 Cavalry when the civil war broke out in 1861. From December 1861 to January 1863, he was Inspector-General of the army of the Potomac; was also on the staff of McClellan and Burnside; and was present at several battles during the rebellion. A record of General Sacket's military career, from which this brief statement is made, may be found in Cullum's Biographical Register of the West Point officers and graduates. After indicating his promotions—Lieut., Captain, Major, Lieut. Col., Col. Staff, Bvt. Brig.-General—it closes with these lines:

Bvt. Major-General, U. S. Army,
Mar. 13, 1865,
For Faithful and Meritorious Services during the Rebellion.

List of the names of those persons who were mustered into the U. S. service between February 9, 1864, and April 5, 1865, by the Provost Marshall of 20 District of New York, and credited to the town of Cape Vincent:

Thomas P. Cameron, William Fralich, Lewis Gandell, Jacob Zimmerman, Thos. Taylor, David Seeley, Nicholas Rhode, Timothy Rande, Fredrick R. Forsyth, John Hood, John Dobbs, Robert Burgess, William Cameron, William Flynn, Andrew Leary, George A. Webster, Albert L. Briggs, George Lents, Henry Lents, Albert E. Ingalls, Zemnl Briggs, Byron F. Cross, Benjamin Barney, Charles H. Belcher, Timothy Fralich, Albert Ryan, Peter Hose, Norman Ross, Samuel G. Hadley, Horace Smith, William H. Ely, Benjamin Offen, John Thompson, James B. Butterfield, John B. Esselstyn, Eli Barny, William R. King, William Gaddis, John Hunt, Daniel C. Barny, George A. Landon, George Remer, Jacob Allbecker, Lewis Hammond, Thomas Dillon, Michael McGinnis, Samuel Marvin, Nicholas LeRoy, David A. Chitister, William Weyers, James McKee, Thomas McCarty, Wm. Teel.

Members of Assembly—When Cape Vincent was a part of Lyme: John B. Esselstyn 1822–25; Jere Carrier (Alexandria) 1829; Otis P. Starkey 1836. From the town of Cape Vincent have been, Charles Smith 1853; Truman Fish 1859; Albert D. Shaw 1867. Mr. Shaw is now United States Consul at Toronto.

District Attorney—Watson M. Rogers 1874.

Sheriff—Francis A. Cross 1861–1864.

County Clerk—Richard M. Esselstyn 1813.

A Banking Business was carried on for many years, by Otis P. Starkey, who was succeeded by L. S. Hammond. The town has been without a bank since the panic of 1873.

A Town Agricultural Society was formed in the spring of 1850, which flourished for several years. Its rules allowed persons living in Clayton, Lyme, and Wolf island to compete for premiums.

Postmasters at Cape Vincent village: R. M. Esselstyn, till his death in 1822; Henry Ainsworth for a period not known; John Duvillard 1841–45; Otis P. Starkey 1845–49; Augustus Ainsworth 1849–53; Jacob Beringer 1853–61; Zebulon Converse, 1861–65; John Moore is the present postmaster and began his duties in 1865. The office at St. Lawrence was established in 1848 with Dyer E. Pierce as postmaster 1848–56; G. W. Fairman 1857;

N. P. Tuttle; D.E. Pierce re-appointed 1859-65; W. Johnson 1865; Truman Rice, September 1, 1865-67; W. H. Gaige 1867; Samuel Dillen 1868; A. P. Ladd, August 12, 1868-72; G. A. Swartwout, 1872-74; the present postmaster is H. W. Reed who was appointed in January 1874.

The office at Millen's Bay has been discontinued, without adding to the convenience of the people.

Shipping.—The following list of vessels, built at Cape Vincent, is copied from the valuable history of Jefferson County by Dr. Franklin Hough. The names of the first masters, when known, are given in italics:

Schooners: Henry, *John Davis;* V. LeRay, *do.*; Lafayette, *Mastin;* Ainsworth, *J. Belisle;* Hannah, *Peter Ingalls;* O. P. Starkey, *do.;* L. Goler, *Lucas;* Victor, *Ripley;* Free Trade, *Shattuck;* Chief Justice Marshall, *Edie;* brig, Merchant, *T. Pheatt;* schooners, Henry Crevolin, *Belisle;* John E. Hunt, *P. Ingalls;* Napoleon, *Crouch;* Merchant, *J. Harris;* Amelia, *Shattuck;* Roscoe, *do.;* Potomac, *do;* brig, Iowa; sloop, Elizabeth Goler, *Cummings;* brig, Patrick Henry, *W. E. Ingalls;* schooner, Montezuma, *Smith;* Troy; Allanwick; Globe, *Goler;* propeller, St. Nicholas, *Littz;* schooner, Chas. Smith, *W. E. Ingalls;* Algomah, *Reid;* Silas Wright, *Fuller;* Port Henry, *J. Jarvis.*

The T. H. Camp, a steam tug, was built last spring (1876) by Luther Reed of Henderson, for Horton Brothers & Ainsworth. Walter Horton, master.

The Masonic Lodge No. 344 F. and A. M., was instituted July 10, 1822, by Isaac Lee installing officer. A petition was made to the Grand Lodge of the State of New York in December, 1821 and was signed by sixteen residents, among whose names was that of Count Real. The masters of the Lodge, until 1831 were as follows: J. B. Esselstyn, elected 1822; Z. Converse, 1823; Phillip P. Gaige, 1825; D. W. Slocum 1826; G. S. Sackett, 1827; Zebulon Converse, 1828; C. Wright, 1830. The last meeting of this lodge was held May 26, 1831. Lodge No. 293 was formed on the 28 of July 1853, with ten charter members. The masters have been: Zebulon Converse, elected 1853; A. J. Smith, 1859; Z. Converse, 1862; D. B. Owen, 1864; S. Bickford, 1866; H. A. House, 1868; G. R. Starkey, 1873; L. O. Woodruff, 1875. The present lodge has an active membership of about sixty-eight persons. The present officers are: L. O.

Woodruff, W. M.; J. A. Scobell, S.W.; L. R. Dezengremel, J.W.; P. Judd, Treas.; W. J. Grant, Sec'y.; R. S. Scobell, S. D.; W. T. Ebbs, J. D.; Thos. Masson, S. M.C.; Albert Lennon, J. M. C.; A. H. Millen, Tiler. The officers are annually chosen, and some of the masters, as seen above, have been continued in office several successive years.

The Independent Order of Good Templars was instituted on the 24 of August 1866. The regular meetings have been suspended, but the charter still remains in the hands of the society. Previous to this organization the Sons of Temperance had a lodge for several years.

Supervisors: For town of Lyme, living at Cape Vincent, were Richard M. Esselstyn 1818–22; John B. Esselstyn 1823; Willard Ainsworth 1824–32; Otis P. Starkey 1833; Jere Carrier 1834–35; Roswell T. Lee 1839; Theophilus Peugent 1845. Cape Vincent erected in 1850. First town meeting held at hotel of Jacob Beringer on the 15 of May of that year, Labin H. Ainsworth, O. P. Starkey and Benjamin Webster presiding, with J. L. Folger clerk. First supervisor Fredrick A. Folger, 1849; Robert C. Bartlett 1850–51; Charles Smith 1852; Otis P. Starkey 1853–54; Calvin Fletcher 1855–56; William Estes 1857; Chas. Smith 1858–61; William D Fuller 1862–63; William Van Nostrand 1864; George F. Bartlett 1865; John H. Roseboom 1866; George F. Bartlett 1867–68; Henry A. House 1869; Hugh McCandie 1870–71; Henry A. House 1872. The present supervisor is Lloyd O. Woodruff and the present town clerk Ward E. Ingalls, who have served since 1873. John Armstrong, Horace F. Stoel and Lorenzo Kelsey are assessors. Ezra D. Hilts, William Estes, Edwin Gray and Mason B. Ladd are justices of the peace.

The Village was incorporated June 14, 1853, with a population of 1218—Jere Carrier, Judah T. Ainsworth, James L. Folger, Theophilus Peugnet, and L. H. Ainsworth were the first trustees. The presidents of the village since that date have been as follows: Jere Carrier 1854; John H. Roseboom 1855; Otis P. Starkey 1856; Zebulon Converse 1857; Calvin Fletcher 1858; Alfred Fox 1859; Gideon S. Sackett 1860; Charles Smith 1861

-63; A. F. Smith 1865; John H. Roseboom 1866; Sidney Ainsworth 1867; John B. Grapotte 1868; Charles Smith 1869; Levi Anthony 1870; G. W. Warren 1871–72; John H. Roseboom 1873; W. M. Johnson 1874; John B. Grapotte 1875. The officers of the village at the present time are John B. Grapotte president, John F. Brunot, A. G. Burnham, and Philip Marks trustees. M. E. Lee has served, since 1860, as clerk and attorney of the village.

Railroad.—Lumber and timber are brought to this port for transportation over the railroad, chiefly from places on the Bay of Quinte and the Rideau canal. Until the present "hard times," an iron ore train ran into Cape Vincent every day. Canadian goods are shipped from this point, by rail, direct for Europe. The Agents have been: C. W. Rogers, J. S. Nicols, F. W. Deming, Sidney Bickford, C. C. Case, E. N. Moore, Seth Dickinson, and J. W. Brown. Richard Wall has been in the freight house since the completion of the railroad. The present agent is William M. Johnson, who entered upon his duties October 24, 1872. Alvin Hall has been ticket agent since 1868. On this branch of the road Casey Eldred has been engineer since 1857 and Christy DeLaney since 1868. Thomas Cooper has been conductor for fourteen years; and the three last named men have been connected with the road in some capacity, from the beginning of it. John McCauley is also conductor, which position he has held six or eight years. The passenger trains the present summer season (1876) leave Cape Vincent depot at 9:50 A. M., 4:00 and 5:45 P. M., and arrive at 9:23 A. M., 3:00, 5:00 and 9:15 P. M. A palace car runs through to Niagara Falls without change.

The Custom House was established in 1818, and the collectors have been: John B. Esselstyn 1818–29; Jere Carrier 1829–41; Judah T. Ainsworth 1841–43; Peleg Burchard 1843–49; G. S. Sackett 1849–53; Alfred Fox 1853–57; Theophilus Peugnet 1857–61; John W. Ingalls 1861–65; William Huntington acting collector for a few months; John B. Carpenter 1866–67; David Owen 1867–71. The present officers are Sidney Cooper, collector, 1871; Charles Gardner, special collector; Charles Burnham, deputy; David Forton, C. R. Cooper and William

Grant, inspectors. James L. Cline is inspector at Millen's Bay.

Pastors of the Presbyterian Church.—Jedediah Buchad was the pastor 1824–25. Services for several years after depended upon uncertain finances. David Smith and Lucius Foote were here before 1830. Revs. Chittenden, Robins, and Leonard preached before 1839. T. C. Hill 1840; H. H. Morgan 1842; Hugh Carlile 1845; F. J. Jackson 1849; A. Crocker, Jr. 1854; George Richie 1856; Samuel L. Merrell 1857; H. H. Hill1863; J. B. Preston 1865. The present Pastor, E. H. Pratt, came in January, 1871. The present elders are Roswell T. Lee, Austin Rogers, and James Howard. The first two are also deacons. The trustees are Willard Ainsworth, W. O. Horton, William Grant, James Howard, and Edgar Vincent.

Clergymen of St. John's Church have been N. Watkins 1841; Samuel H. Norton 1846; Richard S. Adams 1580; John Abercrombie 1852; Edward Moyses 1855; Edward Kennedy 1857; A. M. Lewis 1860; W. H. Lord 1864; N. F. Whiting D. D. 1865; J. B. Linn 1869. The present rector is Rev. G. G. Perrine; W. M. Johnson and E. C. Kelsey, wardens; Judah T. Ainsworth, E. K. Burnham, C. C. Brown, G. A. Ainsworth, L. O. Woodruff, John Armstrong, J. A. Scobell, and G. R. Starkey, vestrymen.

List of the Methodist Preachers.—Revs. Sodon, Ercanbask, Goodrich, White, Dyton, and Williams were here before 1827 as occasional supplies. Seth Young 1827; Elisha Dewey 1828; H. Shepherd and F. H. Stanton 1830; R. Everdale 1833; F. H. Stanton 1834; H. Shepherd and J. Irvine 1835; Enoch Barnes and A. E. Munson 1836; Orra Squires 1837–8; William Tripp 1839–40; Benjamin Phillips 1841–2; S. Slater 1843; L. Dikins and G. W. Plank 1845; J. R. Lewis and T. B. Brown 1846; T. B. Brown 1849; William Jones 1851; J. B. Van Petten 1853; A. J. Church 1854; O. Holmes 1855; G. M. Pierce 1856; J. F. Dayan 1858—church dedicated 1859; A. T. Copeland 1860; E. E. Kellogg 1861; A. N. Damon 1863; J. B. McCullough 1866; G. P. Kenny 1868; C. E. Dorr 1870; A. M. Fradenburgh 1871. The present pastor is O. P. Pitcher; class leader, William Esselstyn; trustees, W. W. Shelley, Norman Ross, J. B. Esselstyn, E.

D. Hilts, Philip Marks, Wm. Lanfear and William Wheelock.

At St. Lawrence: D. W. Aylesworth 1868–70; C. Manson 1871; S. F. Kenyon 1872; William Merrifield 1873-74. The present pastor is W. P. Hall, who began his labors in 1875.

List of Members of the First Missionary Society of Cape Vincent.—Charity Esselstyn, Clarissa Forsyth, Hannah Ainsworth, Sally T. Rogers, Delia Esselstyn, Cynthia Rogers, Clarissa Esselstyn, Lydia W. Brewster, Hannah P. Esselstyn, Mrs. Corchran, Rebecca Johnson, Abigail Smith, Lucy Kelsey, Tryphena Buckley, Sally Fuller, Jemima Merreitt, Lydia Lake, Lucinda Chapman, Jane Pator, Lois Hubbard, Mary Hubbard, Laura C. Kelsey, Sarah S. Kelsey, Emily Hibbard, Phebe Green. This Female Missionary Society was organized not far from the year 1820.

Besides those persons already mentioned who are now engaged in business at Cape Vincent are the following:

Express Agent and agent of N. T. Co.—W. Buckley. *Drugs and Groceries*—L. O. Woodruff, Bushnell & Kelsey. *Groceries*—Wm. L. Huntington, J. B. Grapotte, William Anthony. *Dry Goods and Groceries*—Branche & Mosthiser (Rosiere), S. Block, G. A. Ainsworth, Levi Anthony, Parker Brothers, F. A. Cross. *Wholesale Fish Dealers*—Horton Bros. & Ainsworth, McPherson Bros. & Van Doren, Henry Peo, J. R. Trumpour & Co. *Hotels*—St. Lawrence, Rathbun, H. L. Fox; Jerome Hotel, C. A. Jerome; Railroad House, G. P. Ferren; Union House, A. Islen; Riverside Hotel, F. H. Dodge; Ontario House, George Stumpf; Broadway House, John B. Rousso. *Physicians*—Thomas Masson, Martin Braun, A. S. Smith, H. N. Bushnell, Dr. Loucks, Philip Cole. *Lawyers*—Ezra D. Hilts, M. E. Lee. *Jeweller*—Jacob Beringer. *Millinery*—Mrs. James E. Howard, Miss Carrie Millen, Mrs. Whittier. *Boots and Shoes*—Peter Garlach, Charles Townsend, Peter Fry. *Painters*—William Ebbs, R. A. Davis. *Butchers*—Henry Earl, Charles Morrison. *Shingle Manufactory*—John Buckley, Alfred Burnham. *Blacksmiths*—John Forsyth, George Kelley, George Allen. *Bakery*—John McHenry. *Boat Livery*—Austin Horr. *Lumber*—Philip Marks, Bushnell & Kelsey, Easton Brothers. *Malsters and Brewers*—Scobell & Kinghorn. *Barber*—J. A. Theobald. *Dressmaking*—Mrs. R. Briggs, Misses Dunning, Mrs. Samuel Borland. *Insurance Agencies*—C. I. Gardner, C. C. Brown, Carlos Kelsey. *Cabinet and Wagon Making*—William Barbour. *Tailors*—P. Walsh, J. Rouillon. *Stoves and Tinware*—John G. Roseboom. *Harness Making*—Charles Wright, Abner Millen. *Sash and Blinds*—Eugene B. Howard, James Arnold. *Coal*—Philip Marks, A. G. Burnham. *Coopers*—John Lince, Jacob Lince. *Grist and Flouring Mills*—Alfred Burnham, R.

Dezongremel. *Wagon Maker*—Alfred Rogers. *Produce Dealers*—Albert Scobell, W. E. Ingalls.

The following parties are now engaged in business at St. Lawrence:

Dry Goods and Groceries—H. W. Reed, A. P. Ladd & Jno. Thompson. *Hotel*—H. E. Wallace. *Physicians*—D. E. Pierce, M. B. Ladd. *Blacksmith*—John C. Bowles. *Carriage Maker*—Nathaniel Coffee. *Cooper*—Thomas Kyes. *Boots and Shoes*—Benjamin Vincent. *Mason*—Samuel Dillin. *Painter*—Harvey Ingerson. At Warren Settlement: *Steam Mill*—Thomas E. Riley. *Wagon Maker and Blacksmith*—Henry Chavoustie.

PROCEEDINGS OF THE DAY.

At Cape Vincent July 4th, 1876, the Centennial Anniversary of American Independence was celebrated with appropriate ceremonies, in a manner and to an extent befitting the occasion. Promptly at twelve o'clock midnight of the 3d, the Village was alive with wide-awake citizens, young and old, who, from that time until broad daylight, kept up an incessant noise. Steam whistles shrieked, all kinds of horns blew, church bells, dinner bells, tea bells, and sleigh bells chimed in their mixed melodies. Tin pans and tin pails, brass kettles and brass gongs assisted in the music of their appropriate parts. Altogether it was such an ushering in of the "Glorious Fourth" as the Revolutionary Adams wrote to his wife, immediately after the signing of the Declaration, would be appropriate. At sunrise, the big brass gun transported from the barracks at Sacket's Harbor especially for the occasion, belched forth her thirteen notes—a salute in honor of the original Thirteen States. Early in the day, upon all kinds of land and water conveyances, and on foot from the immediate country, came flocking in, men and women, boys and girls, the oldest and the youngest alike full of enthusiasm to "celebrate" the first, and in all human probabilities, to them the last CENTENNIAL. Long before 10 o'clock, A. M., the hour advertised for starting the procession, the trains and steamboats having arrived and poured out their crowded loads to swell the already gathered multitudes,

the streets and public places of Cape Vincent were literally thronged. At 10 o'clock, as advertised, and in the order named in the bills, the procession formed, by the direction of G. W. Warren, Marshal of the Day, and under his lead aided by assistants Davis, DeSalia, and Bishop, proceeded to the railroad depot; the main portion marching down and filling the traveled thoroughfare of Broadway; the two other portions each accompanying, marching down and filling the broad pavement on the sides of the street. The depot, with capacity to seat three thousand people, was filled to overflowing long before the procession could get in. The exercises at the depot were opened by a few very appropriate and well timed introductory remarks made by the President of the Day, Brev't. Major-General D. B. Sacket. The Rev. G. G. Perrine, pastor of the Episcopal church at Cape Vincent, then led in prayer. The prayer concluded, the Centennial choir under the leadership of Charles I. Gardner, assisted by F. C. Braun at the organ, and the voices of Mrs. Gardner, Perrine, Eichlebergher, the Misses Buckley, Howard, Moore and Hinckley, Messrs. Howard, VanSchaick, Carey, and Hilts, favored the vast audience with a distinct and intelligent sensible rendering of the National song.

The Declaration of Independence was then read by R. W. Higgins, Esq., of Chaumont in a very able and eloquent manner, and to the entire satisfaction of the most critical listener in that large audience of deeply interested hearers. At the close the Reader was warmly applauded. This was followed by the Cape Vincent Brass Band's playing the National airs.

The Oration was then delivered by M. E. Lee, Esq., of Cape Vincent. The expression of thought in it was suited to the Centennial Celebration, and the orator dwelt largely upon the achievements of our Forefathers in the great work of the Revolution, and during the formative period of the American Republic, giving them also full credit for the results as enjoyed by us at the end of the Century. They had planted the seed, nourished and fertilized it in its incipient growth; their descendents had cultivated the crop, and were enjoying the rich products of their sowing and early husbandry. The immensity of the yield after only a century of advancement was pointed out by the orator. The

bright prospects of the golden harvest before us if we continue wise husbandmen, was briefly adverted to. The orator closed by saying: "While we have all this glory yet to *win*, we will never forget, fellow-citizens, that our forefathers have left us so much to *hold*."

At the close of the Oration the Centennial choir sang the national anthem "America." At the request of the President of the Day and in accordance with the programme, all the assemblage that could sing joined with the choir. Immediately upon the close of the singing, the foregoing Centennial History of the Town was read by the Historian appointed for the occasion, Rev. E. H. Pratt, pastor of the First Presbyterian Church at Cape Vincent. Though the exercises up to this point of time had been lengthy, and somewhat wearisome as evidenced by the tendency to uneasiness on the part of some in the crowd, the related incidents of the History so deeply interesting to a large part of the audience, soon put the assemblage at ease and in good humor, eager to listen to the "well told tales" which the historian had so aptly compiled into a Centennial history of their own Town. The memories of the aged were quickened to "ye olden times," and the ears of the younger were anxiously opened to hear of what the fathers had done. From the "symptoms" when the historian concluded to stop in his delivery it was apparent the audience would have gladly heard the whole.

After the History, music; a generous vote of thanks to the Reader, Orator and Historian; and then to close, benediction by Rev. O. P. Pitcher, pastor of the Methodist Episcopal Church at Cape Vincent. The big gun boomed out Federal and National salutes. The procession reformed and marched to public square for dinner.

The afternoon was spent in a yacht regatta and athletic sports, with yachts from the Dominion as well as northern New York. At sun down was fired from the big gun a National Salute.

The day of celebrating the Centennial Anniversary of American Independence was closed at a late hour in the night by the finale of a grand display of fire-works.

This celebration was arranged and carried out by the following committees:

Committee of Arrangements.—John B. Grapotte, L. O. Woodruff, W. M. Johnson, John F. Brunot, Henry Canfield, Philip Marks, H. N. Bushnell, S. K. Bishop, R. S. Scobell, L. Dezongremel, John Buckley, George P. Ferren, James Bates, Walter Gray, Englebert Solar.

Committee on Boats.—T. M. Brewster, Coleman Hinckley, D. F. Harris, Austin Horr, Henry Peo, Linus Collins, A. McPherson, William H. Main, Oliver Hewitt, George Offord, James Wilson, Robert Makins.

Rifle Shoot Committee.—Gideon Kelsey, Augustus Hinckley, D. F. Harris, S. K. Bishop.

Committee on Sports —Charles P. Morrisson, Walter Gray, L. G Kelsey, Charles Dezongremel, James Bates.

Officers of the Day.—President—Gen. D. B. Sacket; Vice-Presidents—S. Cooper, W. M. Johnson, John B. Grapotte, E. K. Burnham, Jacob Putnam, A. J. Dewey, Welcome Wilcox, D. E. Pierce; Marshal—George W. Warren; Assistant Marshals—Charles Smith, Carlos Kelsey, Isaac T. Cross, S. K. Bishop, E. D. Fox, R. A. Davis.

A HISTORICAL SKETCH

OF THE

Town of Cape Vincent.

Read at the Centennial Celebration of the Township, July 4, 1876,

BY

ELIZUR H. PRATT, A. M.

To Which Is Appended a Brief Account of the General Proceedings of the Day.

CAPE VINCENT, N. Y.
Warren W. Ames, Printer.
1876.

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The Hotels so long and favorably known to the tourists among the celebrated Thousand Islands, have been consolidated under one management, and having undergone extensive improvements, now combine all the requisites of first-class houses.

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H. L. FOX, PROPRIETOR.

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THIS INSTITUTION is one of the old landmarks of Jefferson County, having been organized about a quarter of a Century ago. Commenced business with a Nominal Capital of $100,000 and now has Cash Assets safely invested of over $1,000,000; and as it insures nothing but Farm Property and Private Residences, is undoubtedly one of the safest insurance companies doing business in this country.

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